

Statement II

Number of departmental post offices functioning in rented buildings in Kerala, district-wise

S.No.	Name of District	Post Offices functioning in rented buildings	
		Head Offices	Sub-Offices
1.	Trivandrum	2	122
2.	Quilon	-	90
3.	Pathanamthitta	-	90
4.	Alleppey	1	100
5.	Kottayam	-	111
6.	Idukki	1	39
7.	Ernakulam	-	120
8.	Trichur	2	149
9.	Palghat	1	127
10.	Malappuram	4	90
11.	Calicut	1	81
12.	Wynad	1	13
13.	Cannanore	-	92
14.	Kasaragod	-	27
Total		31	1256
15.	Lakshadweep	-	5
16.	Mahe of Pondicherry	-	-
Grand Total		13	1261

* Two sub post offices, one in Quilon District and the other in Pathanamthitta district are functioning in rent-free accommodation.

Height of Air Traffic Control Tower

3047. SHRI AMAR ROYPRADHAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the maximum permissible height of Air Traffic Control (ATC) tower is 24 ft. according to the International Civil Aviation organisation's (ICAO) norms;

(b) whether it is a fact that Air-Port Authority of India (AAI) cleared the plans for 190 ft. tower;

(c) if so, the reasons for violation of norms of ICAO;

(d) whether he is also aware that plan with the 190 ft. height of ATC Air Traffic Control tower was cleared despite

the objections of some of members of the Committee set up to modernise ATCs at Mumbai and Delhi; and

(e) the circumstances under which the said ATC project with 190 ft height was cleared?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) No, Sir.

(b) and (c) Yes, Sir. International Civil Aviation Organisation (ICAO) stipulate that the Air Traffic Control (ATC) Tower is constructed at a selected place to a height sufficient enough to ensure alround unobstructed view of the airfield including take-off and approach path of the aircraft in order to exercise total control over the operation area. The Control Tower at the present location was cleared under special dispensation by the Airports Authority of India (then NAA) in 1991.

(d) and (e) The matter is under investigation.

[Translation]

Halt to Karnavati Train at Balsad Railway Station

3048. SHRI MANIBHAI RAMJIBHAI CHAUDHARI: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to provide a halt to Karnavati Train at Balsad railway station;

(b) if so, the time by which the halt is likely to be provided to the train; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise.

(c) Neither justified nor operationally feasible.

National Postal Policy

3049. SHRI JAYSINH CHAUHAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the work of preparing at National Postal Policy started in 1992, has been completed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) to (c) A formal document incorporating the National Postal Policy is yet to be finalised. However, the Department of Post has been following consistent policy in

the matter of development and operation of postal services in the country. The salient features of the policy of the department are indicated below :

In the matter of expansion of postal network in the rural areas, the department's policy provides for substantial subsidy in respect of new post offices - 66% of anticipated cost in normal rural area and 85% of the anticipated cost in hilly, tribal and inaccessible area as well as allows the maximum permissible annual loss to the extent of Rs 2400/- in normal rural area and Rs.4800/- in tribal and hilly areas in the matter of upgradation of rural Branch Post Office into a Departmental Sub Post Office. 8041 villages including Gram Panchayats in the country, where opening of a post office is justified according to population and distance parameters are still without postal counter facilities and the focus of department's policy now is to provide new post offices in these villages. In extending postal facilities in the urban area financial viability is given greater importance in the department's policy and a newly opened post office is required to be self-supporting by the end of its first year of existence. Parameter in respect of distance from existing post office is also appropriately related to urban conditions where the density of population is much higher than in the rural area.

As regards delivery service in rural area, the norm is to deliver articles from Branch Post Office on the same day when these are received unless there are constraints of transmission arrangements. In the urban area, all departmental delivery office provide atleast one delivery per day for both ordinary and accountable articles, which are supplemented by more than one delivery in a large number of urban post offices, having regard to the volume of articles and the time of their receipt.

In the matter of all mail transmission, the department's policy is to gradually introduce automated systems in the large nodal centres for speedy and effective mail processing. The first step in this direction has been taken with the setting up of the automated mail processing centres at Mumbai and Chennai respectively.

The department is also pursuing the policy of optimising the benefits of the post office as an outlet of social distribution system by performing a variety of agency functions like small savings schemes of the Government, payment of pension for Railway Pensioners and Coal Miners, as also operation of the Postal Life Insurance Organisation.

The department's policy of modernising the postal service lays emphasis on counter services where application of computer-based technology is aimed at achieving greater customer satisfaction through more efficient and responsive counter service and enhancing employee motivation through improved work-environment. Provision of new value-added services for the business/professional segment of customers is also in focus for optimising the upgraded retailing capacity of modernised postal counters. Computer based technologies are also being introduced in other areas of activity like financial services, PLI, inventory control and speed post Service.

The department's policy of modernisation through induction of new technology is being achieved on the basis of an extensive training programme aimed at upgrading the skills of its employees.

The department is also seeking to segment its areas of activities catering for business and commercial sector and those for meeting universal service obligation with a view to improving quality of service and generation of revenue.

[English]

Sliding of Sales and Profit In Steel Sector

3050. SHRI SYDAIAH KOTA :
SHRI K.P. SINGH DEO :

Will the Minister of STEEL be pleased to state :

(a) whether it is a fact that sales and profit of steel sector have been sliding;

(b) if so, the reasons therefor;

(c) the targets fixed by the Government for earning profit from the public sector steel plants during 1996-97;

(d) the actual profit earned by each of the steel plants during the said period;

(e) whether the steel plant under SAIL has not earned profit as it was expected at the beginning of the year; and

(f) if so, the reasons therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) and (b) Among the main steel producers, 'sales' and 'profits before tax' of Steel Authority of India Limited (SAIL) and Tata Iron & Steel Company Limited (TISCO) have been steadily increasing for the last three years. As regards Rashtriya Ispat Nigam Ltd. (RINL), the 'sales' have been increasing and the losses incurred by it have been decreasing for the last three years.

(c) Target of Profit in SAIL, for the year 1996-97, is Rs. 825 crores. While the net loss in RINL, for the year 1996-97 is targeted to be brought down to Rs. 272.69 crores.

(d) The actual profit earned by the steel plants during 1996-97 will be known only after the close of the current financial year.

(e) and (f) Do not arise in view of (d) above.

Facilities to Passengers at Chunar Railway Station

3051. SHRI S. P. JAISWAL : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received